



TRIANGLE NORTH EXECUTIVE AIRPORT

MASTER PLAN
2019-2039



Triangle North
Executive Airport

Your first-class ticket to the Research Triangle Region, NC

MASTER PLAN UPDATE
October 17, 2022

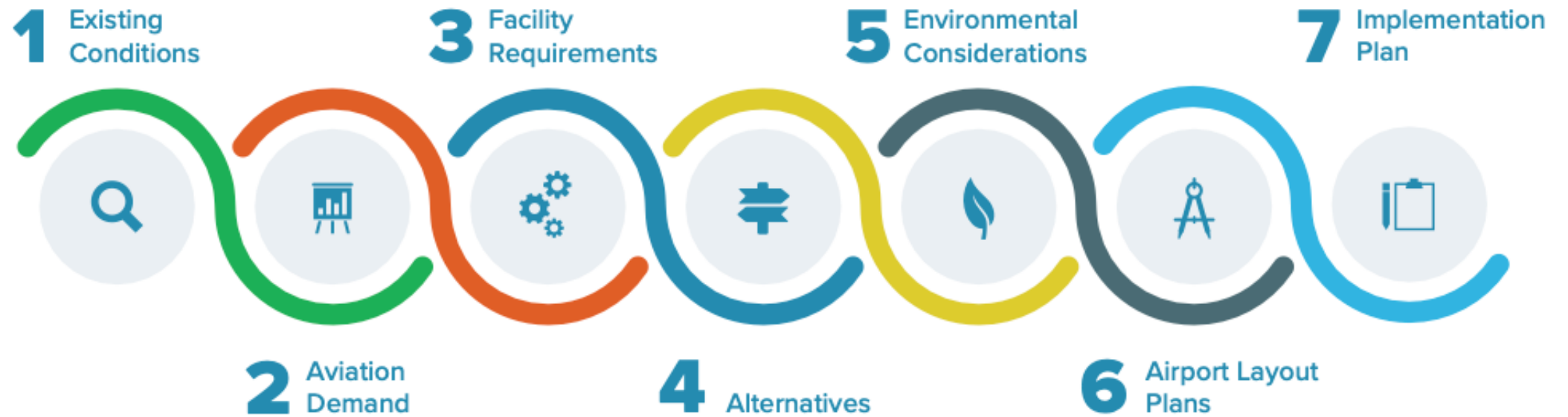
AGENDA

- Master Plan Review
- Conceptual Development Plan & Costs
- Special Master Plan Elements
- Recent & Ongoing Airport Improvements
- Wrap Up

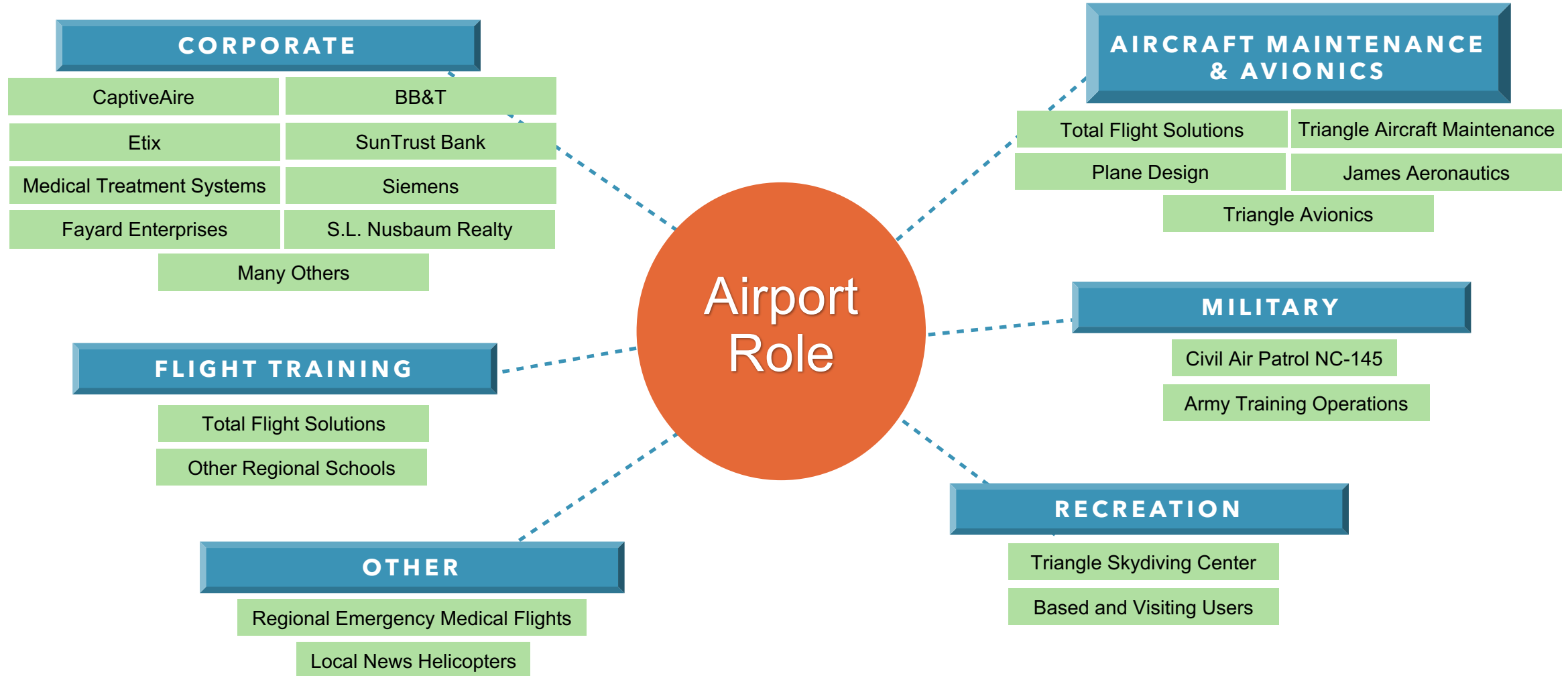
MASTER PLAN GOALS

- Ensure Safety and Security
- Meet Customer Needs with Quality Service
- Meet General Aviation Demand of Region
- Be Mindful of Airport Impact on Neighbors
- Maintain Airport Design Requirements
- Be Cost Effective
- Minimize Environmental Impacts

MASTER PLAN PROCESS



AIRPORT ROLE & CONTRIBUTION



DIVERSE
GROUP OF
FBOS/TENANTS



Economic Impact of TNEA



Jobs: **230**



Payroll: **\$9.9M**



State & Local Taxes:
\$1.3M



Total Output:
\$26.8M

SOCIOECONOMIC TRENDS IMPACTING AIRPORT GROWTH

(2017-2039)



Population

Franklin County
1.39%

Raleigh-Cary MSA
1.82%

North Carolina
1.05%



Employment

Franklin County
1.49%

Raleigh Durham Region
1.55%

North Carolina
0.89%



Per Capita Income

Franklin County
0.69%

Raleigh-Cary MSA
0.69%

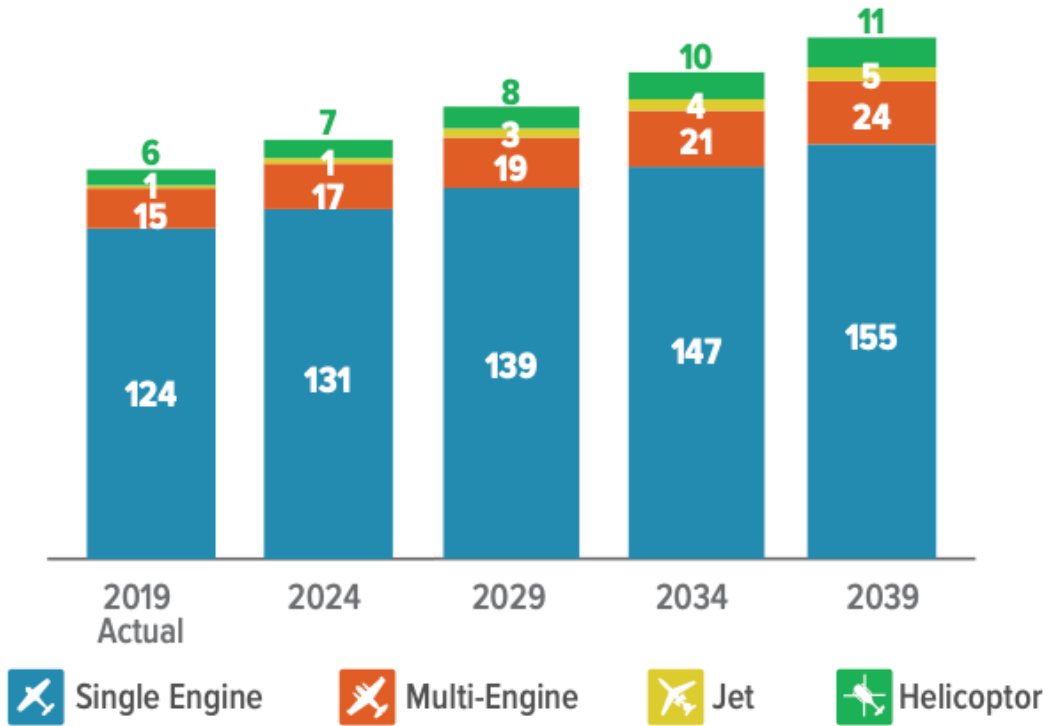
North Carolina
0.98%

PROJECTIONS OF DEMAND

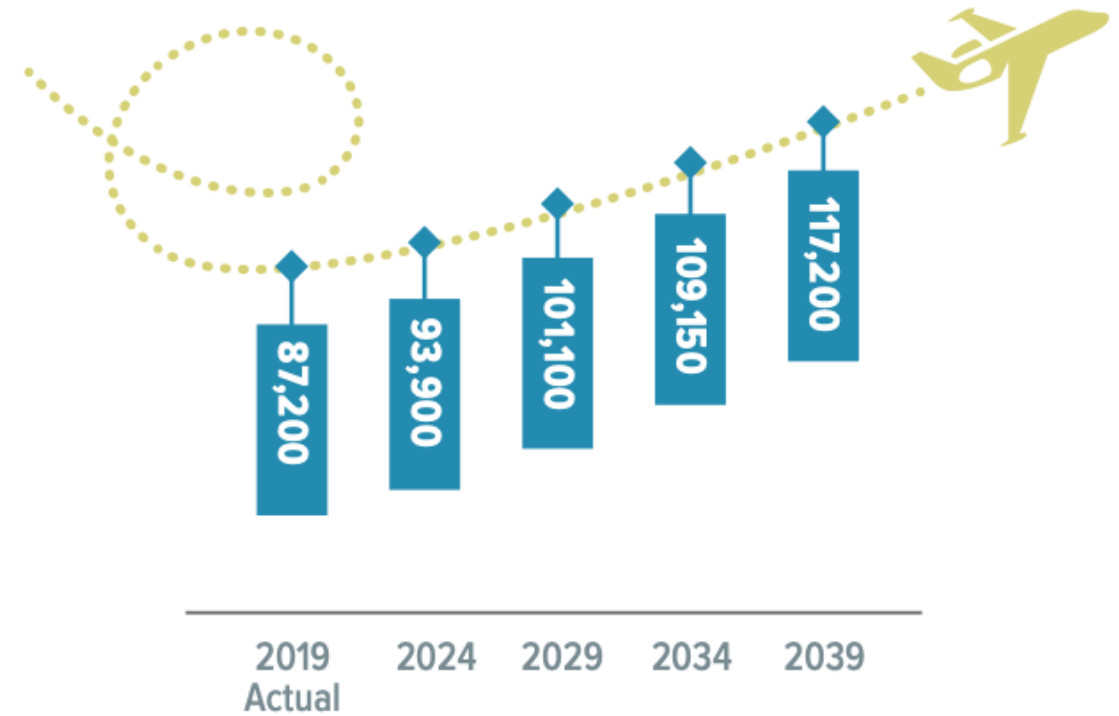
Critical Aircraft: B-II
 Monitor and Protect for C/D
 Aircraft



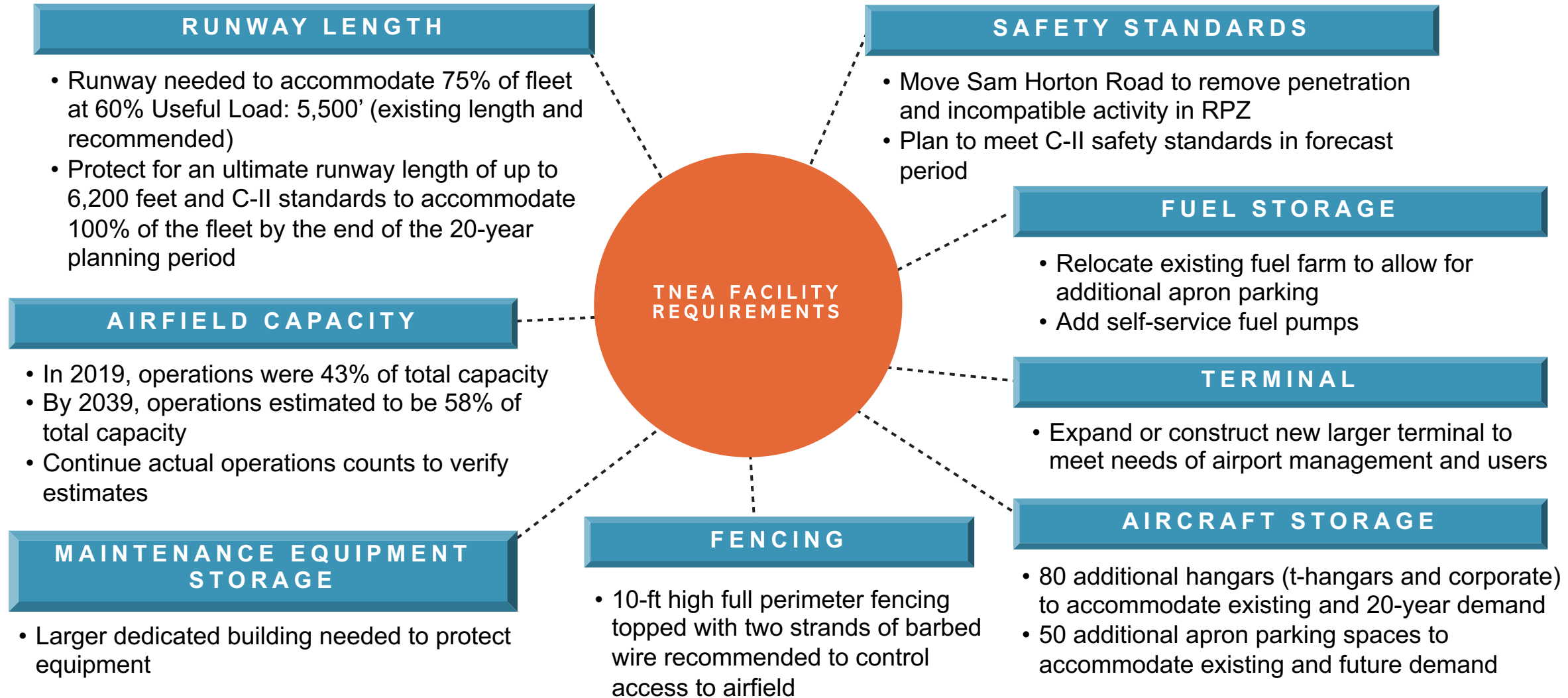
Projected Based Aircraft



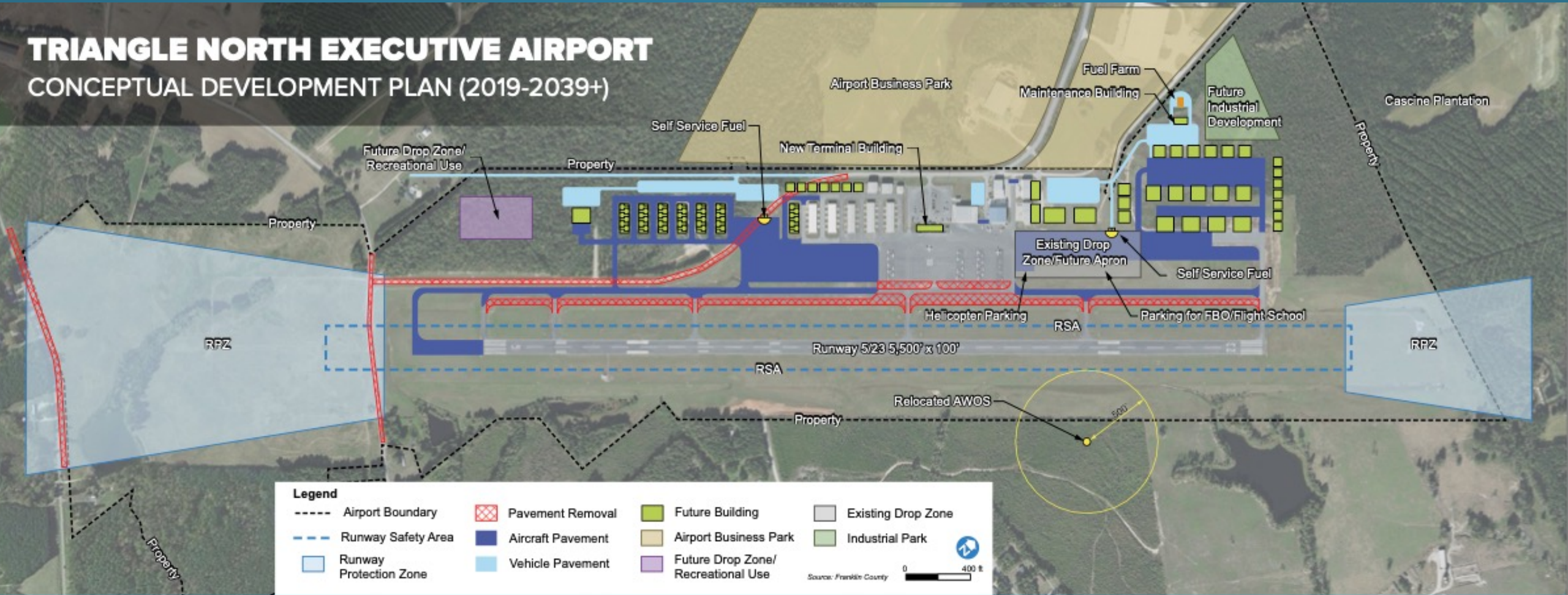
Projected Total Aircraft Operations
 (Takeoffs & Landings)



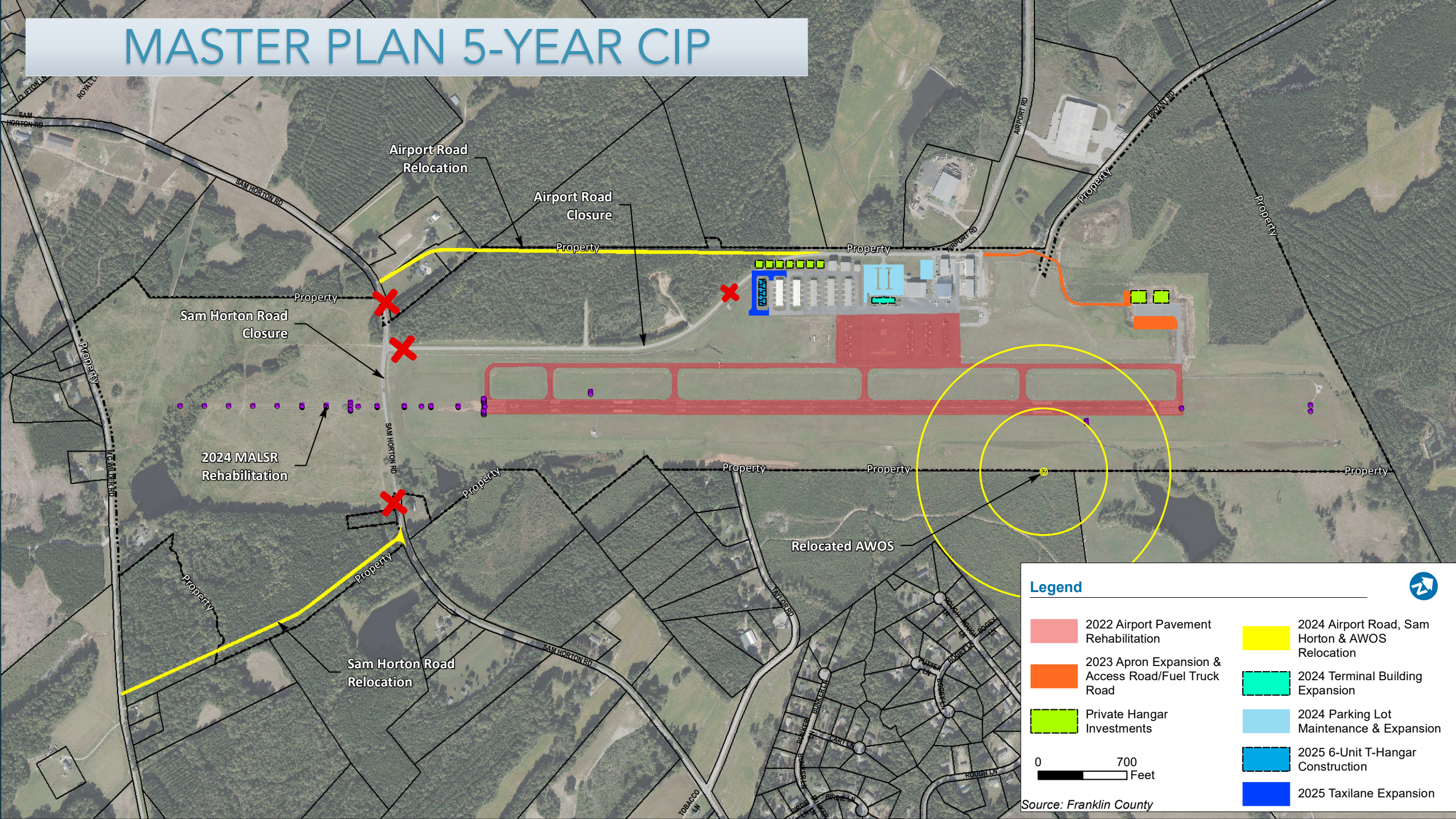
KEY FACILITY REQUIREMENTS





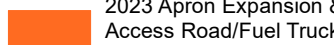

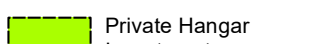

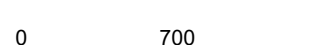
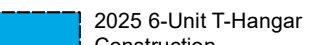
TRIANGLE NORTH EXECUTIVE AIRPORT CONCEPTUAL DEVELOPMENT PLAN (2019-2039+)



MASTER PLAN 5-YEAR CIP



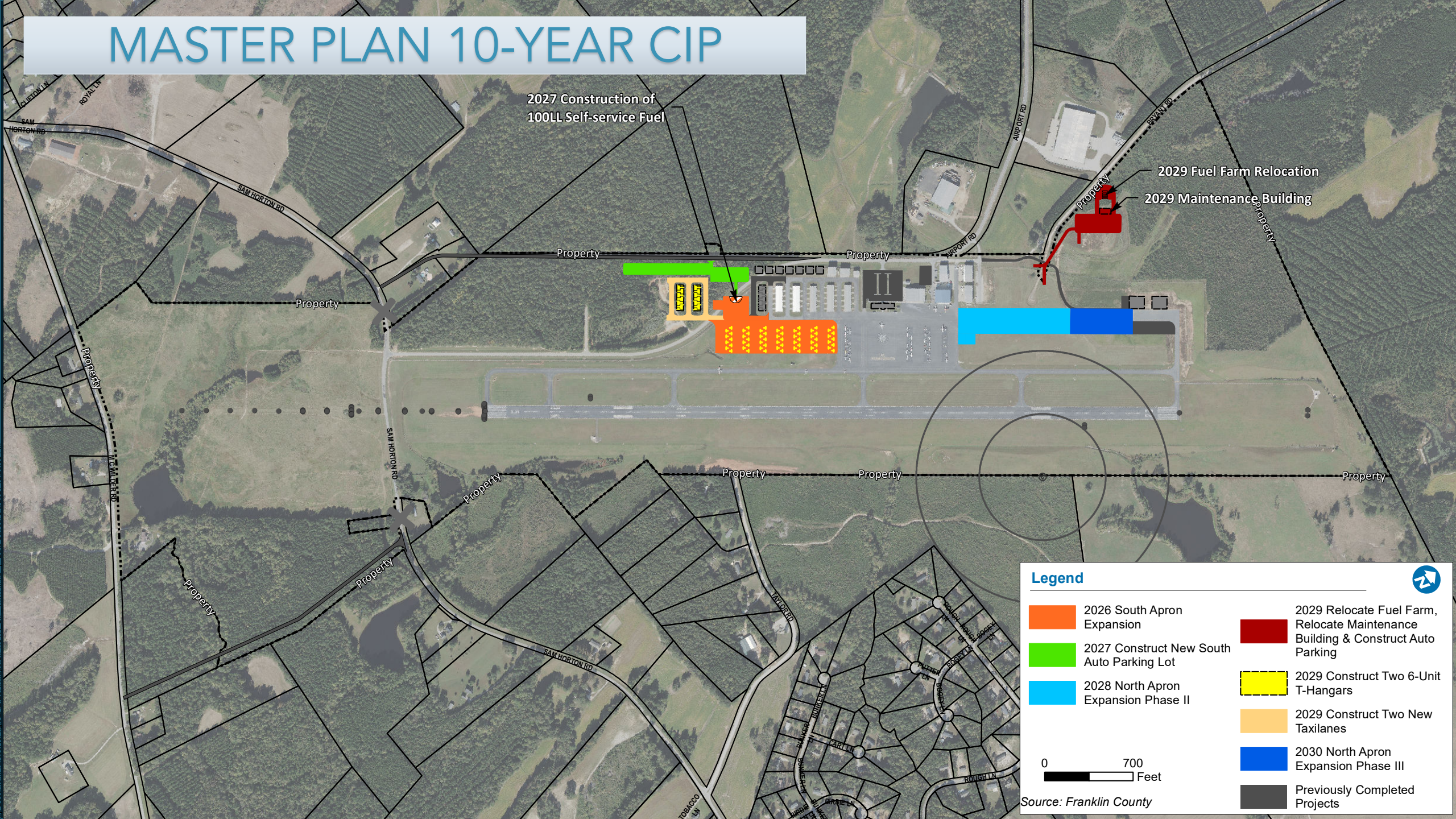
Legend

| | |
|--|---|
|  2022 Airport Pavement Rehabilitation |  2024 Airport Road, Sam Horton & AWOS Relocation |
|  2023 Apron Expansion & Access Road/Fuel Truck Road |  2024 Terminal Building Expansion |
|  Private Hangar Investments |  2024 Parking Lot Maintenance & Expansion |
|  2025 6-Unit T-Hangar Construction |  2025 Taxilane Expansion |

0 700 Feet

Source: Franklin County

MASTER PLAN 10-YEAR CIP

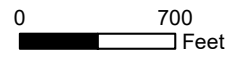


2027 Construction of 100LL Self-service Fuel

2029 Fuel Farm Relocation
2029 Maintenance Building

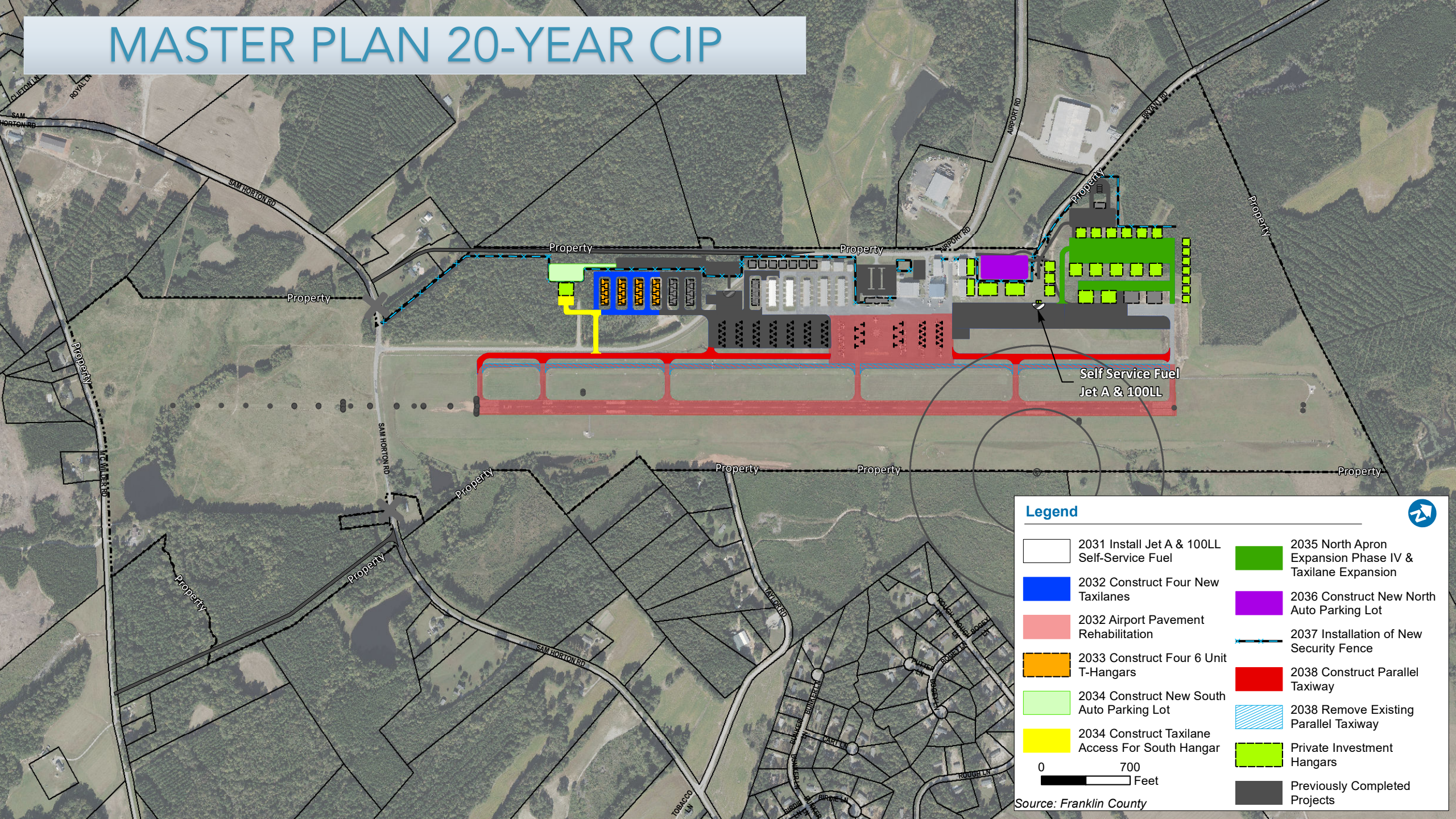
Legend

- 2026 South Apron Expansion
- 2027 Construct New South Auto Parking Lot
- 2028 North Apron Expansion Phase II
- 2029 Construct Two 6-Unit T-Hangars
- 2029 Construct Two New Taxilanes
- 2029 Relocate Fuel Farm, Relocate Maintenance Building & Construct Auto Parking
- 2030 North Apron Expansion Phase III
- Previously Completed Projects



Source: Franklin County

MASTER PLAN 20-YEAR CIP



Legend

| | | | |
|--|--|--|---|
| | 2031 Install Jet A & 100LL Self-Service Fuel | | 2035 North Apron Expansion Phase IV & Taxiway Expansion |
| | 2032 Construct Four New Taxiways | | 2036 Construct New North Auto Parking Lot |
| | 2032 Airport Pavement Rehabilitation | | 2037 Installation of New Security Fence |
| | 2033 Construct Four 6 Unit T-Hangars | | 2038 Construct Parallel Taxiway |
| | 2034 Construct New South Auto Parking Lot | | 2038 Remove Existing Parallel Taxiway |
| | 2034 Construct Taxiway Access For South Hangar | | Private Investment Hangars |
| | | | Previously Completed Projects |

Source: Franklin County

ESTIMATED DEVELOPMENT COSTS SUMMARY

| FUNDING SOURCE | PHASE 1 Years 0-5 | PHASE 2 Years 6-10 | PHASE 3 Years 11-20 | TOTAL |
|-----------------------|------------------------------|-------------------------------|--------------------------------|---------------------|
| FAA/State | \$23,490,000 | \$12,870,000 | \$24,030,000 | \$60,390,000 |
| Local | \$2,610,000 | \$1,430,000 | \$2,670,000 | \$6,710,000 |
| Total | \$26,100,000 | \$14,300,000 | \$26,700,000 | \$67,100,000 |

STRATEGIC PLANNING ELEMENTS: AIRPORT MISSION, VISION, & GOALS

Mission

Provide a dynamic airport that fosters the economic vitality of the Triangle Region while facilitating connectivity and a sense of community for its diverse users

Vision

Become the premier regional airport that will be the catalyst for economic growth and investment and a true community asset by offering exceptional facilities and service

Goals

1. Become a first-class general aviation airport in the Triangle North Region
2. Become a stimulus for economic growth and investment in the county
3. Increase revenues at TNEA to become self-sustaining
4. Enhance community partnerships and become community resource

COMPLIANCE
REVIEW-
FAA GRANT
ASSURANCES

Project Planning/
Design & Contracting

- 2-Sponsor Responsibility
- 3-Sponsor Fund Availability
- 6-Consistent w/Local Plans
- 7-Local Interest Consideration
- 8-User Consultation
- 9-Public Hearings
- 10-Metropolitan Planning Organization
- 13-Accounting System, Audit, & Record Keeping
- 14-Minimum Wage Rates
- 15-Veteran's Preference
- 16-Plan Conformity
- 18-Planning Projects
- 30-Civil Rights
- 33-Foreign Market Restrictions
- 34-Following FAA Policy, Stds. and Specifications
- 35-Property Acquisition & Relocation
- 37-DBE Program

General Airport

- 1-General Federal Requirements
- 4-Good Title
- 5-Preserving Rights
- 29-Airport Layout Plan
- 31-Disposal of Land

Project Construction

- 17-Construction Inspection and Approval
- 32-Engineering & Design Services

Airport Operations
and Land Use

- 11-Pavement Maintenance
- 19-Operation and Maintenance
- 20-Hazard Removal & Mitigation
- 21-Compatible Land Use

Leases & Financial

- 24-Fee and Rental Structure
- 25-Airport Revenue

Day-to-Day Airport
Management

- 22-Economic Nondiscrimination
- 23-Exclusive Rights Prohibition
- 26-Reporting Requirements
- 38-Hangar Construction

Other

- 12-Air Carrier Terminal Development
- 27-Use by Government Aircraft
- 28-Land for Federal Facilities
- 36-Access by Intercity Buses
- 39-Competitive Access

GRANT ASSURANCE COMPLIANCE RECOMMENDATIONS

FAA and State Compliance

1. Develop a Formal Maintenance Program
2. Continue to Use Airport Facility for Aeronautical Purposes Only
3. Analyze Airport Fee Structure
4. Develop an Education Program

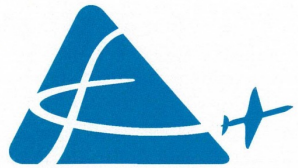
Compatible Land Use Planning

1. Add Airport-Specific Language in Comprehensive Plans
2. Improve Zoning Controls
3. Keep the Airport Layout Plan (ALP) Up to Date
4. Improve Land Use Planning Process

Environmental Compliance

1. Follow the National and State Environmental Review Process
2. Renew Stormwater General Permit and Update SWPPP Plan
3. Develop a Spill Prevention, Control and Countermeasures (SPCC) Plan
4. Develop a Wildlife Control Program

RECENT IMPROVEMENTS AT TNEA



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PAVEMENT IMPROVEMENTS

- Runway and taxiway connectors
- Parallel Taxiway
- Apron (Spring 2023)





NORTH CORPORATE AREA DEVELOPMENT

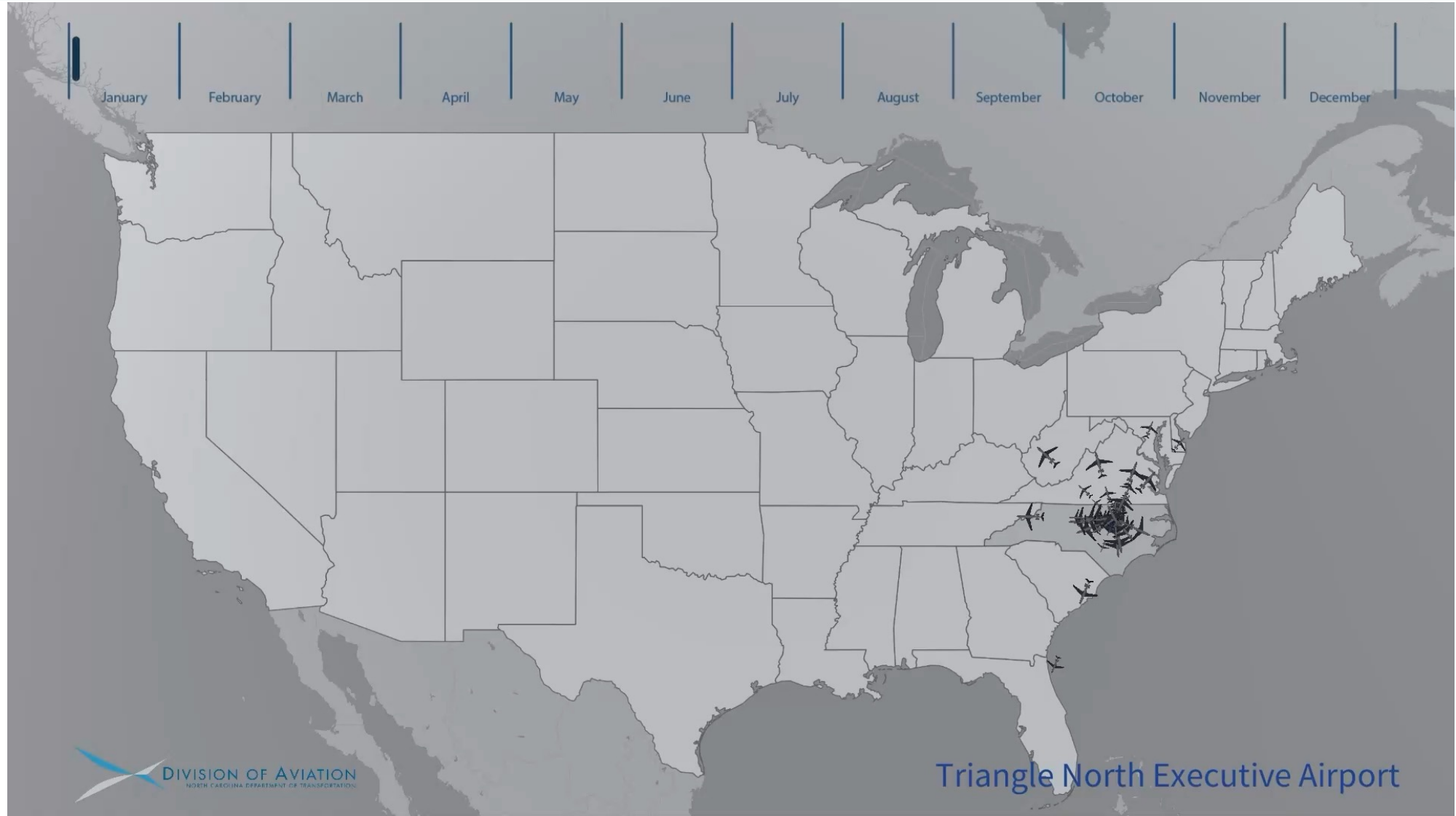
- Taxilane and Apron
- New CaptiveAire Hangar
- Additional Hangar Development
- Access Road to North Apron (Under Design)



OTHER IMPROVEMENTS

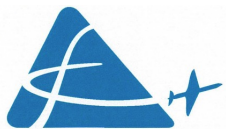
- New LED airfield lighting and signage
- Main apron expansion
- Additional hangar development

TNEA SERVES DESTINATIONS ACROSS THE U.S.



QUESTIONS & COMMENTS

CONTACT US



Triangle North
Executive Airport

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[Triangle North Executive Airport](#)

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ESTIMATED DEVELOPMENT COSTS YEARS 1-5

| Project | Estimated Total Costs (2020 Dollars) | FAA Entitlement Funding and Discretionary/ Apportionment Funding | State Funding | Local Funding |
|---|--------------------------------------|--|--------------------|--------------------|
| Airfield Pavement Rehabilitation | \$5,000,000 | \$4,500,000 | \$0 | \$500,000 |
| North Apron Expansion Phase I & Access Road/Fuel Truck Access | \$1,800,000 | \$0 | \$1,620,000 | \$180,000 |
| Airport Road, Sam Horton Road, & AWOS Relocation | \$12,000,000 | \$5,400,000 | \$5,400,000 | \$1,200,000 |
| MALSR Rehabilitation | \$450,000 | \$405,000 | \$0 | \$45,000 |
| New Terminal Building | \$4,500,000 | \$4,050,000 | \$0 | \$450,000 |
| Existing Parking Lot Maintenance & Parking Lot Expansion | \$750,000 | \$675,000 | \$0 | \$75,000 |
| Taxilane Expansion | \$400,000 | \$360,000 | \$0 | \$40,000 |
| 6-Unit T-Hangar | \$1,200,000 | \$1,080,000 | \$0 | \$120,000 |
| Phase 1 Total | \$26,100,000 | \$16,470,000 | \$7,020,000 | \$2,610,000 |

ESTIMATED DEVELOPMENT COSTS YEARS 6-10

| Project | Estimated Total Costs (2020 Dollars) | FAA Entitlement Funding and Discretionary/ Apportionment Funding | State Funding | Local Funding |
|---|--------------------------------------|--|---------------|--------------------|
| South Apron Expansion | \$4,600,000 | \$4,140,000 | \$0 | \$460,000 |
| New 100LL Self-Serve Fuel (South End of Airfield) | \$700,000 | \$630,000 | \$0 | \$70,000 |
| North Half of South Automobile Parking Lot | \$800,000 | \$720,000 | \$0 | \$80,000 |
| North Apron Expansion Phase II | \$1,000,000 | \$900,000 | \$0 | \$100,000 |
| Two New Taxilanes on South End of Airfield | \$550,000 | \$495,000 | \$0 | \$55,000 |
| Two 6-Unit T-Hangars | \$2,400,000 | \$2,160,000 | \$0 | \$240,000 |
| Fuel Farm Relocation, Automobile Parking & Maintenance Building | \$2,750,000 | \$2,475,000 | \$0 | \$275,000 |
| North Apron Expansion Phase III | \$1,500,000 | \$1,350,000 | \$0 | \$150,000 |
| Planning Activity Level II Total | \$14,300,000 | \$12,870,000 | \$0 | \$1,430,000 |

ESTIMATED DEVELOPMENT COSTS YEARS 11-20

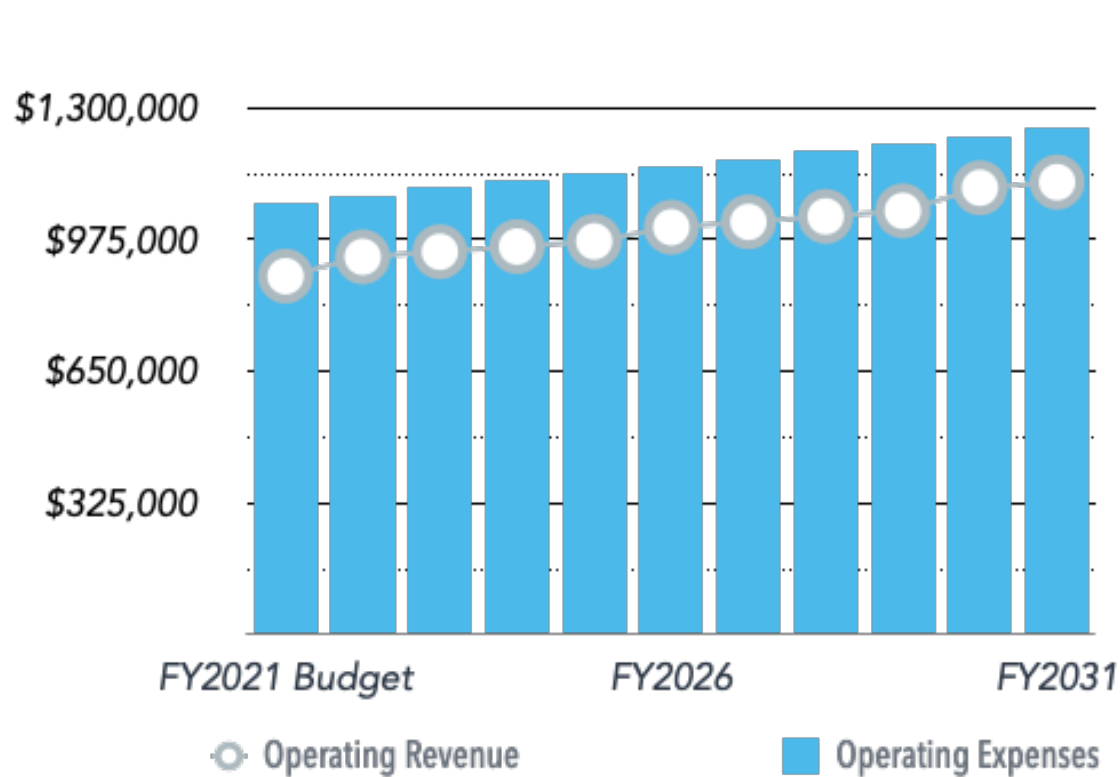
| Project | Estimated Total Costs (2020 Dollars) | FAA Entitlement Funding and Discretionary/ Apportionment Funding | State Funding | Local Funding |
|--|--------------------------------------|--|---------------|--------------------|
| Jet A & 100LL Self-Service Fuel (North End) | \$1,300,000 | \$1,170,000 | \$0 | \$130,000 |
| Four New Taxilanes on South End of Airfield | \$1,100,000 | \$990,000 | \$0 | \$110,000 |
| Airfield Pavement Rehabilitation | \$5,000,000 | \$4,500,000 | \$0 | \$500,000 |
| Four 6-Unit T-Hangars | \$4,800,000 | \$4,320,000 | \$0 | \$480,000 |
| Taxilane Access for South Hangar Area | \$1,000,000 | \$900,000 | \$0 | \$100,000 |
| South Half of South Parking Lot | \$800,000 | \$720,000 | \$0 | \$80,000 |
| North Apron Expansion Phase IV & Taxilane Expansion | \$4,500,000 | \$4,050,000 | \$0 | \$450,000 |
| New North Automobile Parking Lot | \$1,300,000 | \$1,170,000 | \$0 | \$130,000 |
| New Security Fencing Around the Building Area | \$500,000 | \$450,000 | \$0 | \$50,000 |
| Parallel Taxiway Relocation at 400 ft. Centerline Separation | \$6,000,000 | \$5,400,000 | \$0 | \$600,000 |
| Existing Taxiway Pavement Removal | \$400,000 | \$360,000 | \$0 | \$40,000 |
| Planning Activity Level III Total | \$26,700,000 | \$24,030,000 | \$0 | \$2,670,000 |

ENVIRONMENTAL CONSIDERATIONS

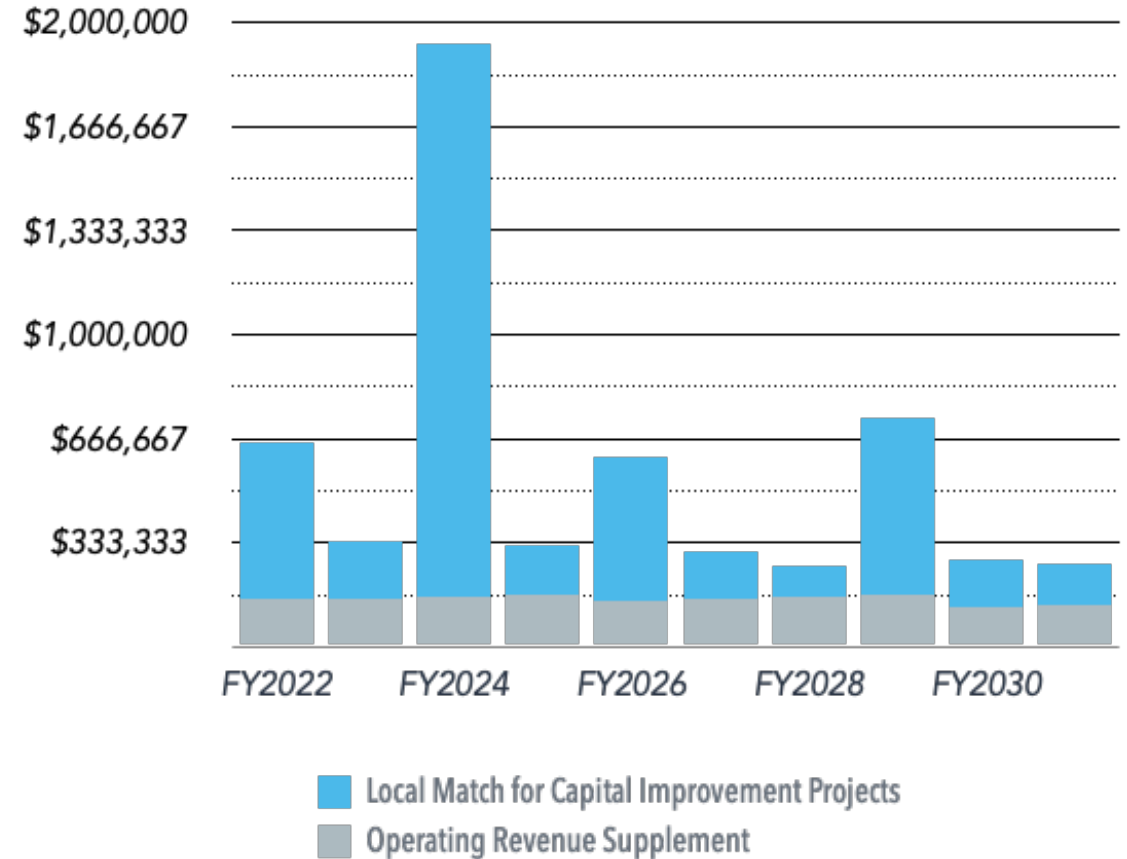
| Resource | Existing Condition |
|--|--|
| Air Quality | <ul style="list-style-type: none"> • Currently designated "in attainment" for the four NAAQS pollutants |
| Biological Resources | <ul style="list-style-type: none"> • Potential habitats for three federally listed endangered species • Potential habitat for one federally listed threatened species • Potential habitat for four federally listed at risk species |
| Department of Transportation Act Resources | <ul style="list-style-type: none"> • No Section 4(f) or 6(f) resources |
| Hazardous Materials and Solid Waste | <ul style="list-style-type: none"> • Four regional underground storage tank located within three miles of the airport property; none impacted by future development |
| Historical Resources | <ul style="list-style-type: none"> • Two nearby sites are on the National Registry of Historical Places: Cascine Plantation and Clifton House and Mill Site |
| Environmental Justice | <ul style="list-style-type: none"> • Study area not considered minority population • Five churches and one elementary school located within three miles of TNEA |
| Water Resources | <ul style="list-style-type: none"> • Several wetlands south of airport likely impacted if runway extended • No floodplains impacts |

10-YEAR FINANCIAL PLAN SUMMARY

Net Income/Loss Projections



Estimated Local Funds Needed



GOAL #1: BECOME A FIRST-CLASS GENERAL AVIATION AIRPORT IN THE TRIANGLE NORTH REGION

Objective 1: Provide for the security and safety needs of the airport, including customers, tenants, employees and the broader community

Objective 2: Improve appearance and maintenance of airport including construction of new terminal

Objective 3: Offer additional corporate amenities

Objective 4: Ensure that there is a customer-oriented focus and that customer and tenant needs are factored into operational and policy decisions

Objective 5: Build a corporate hangar area to support new business tenants and develop hangar ready sites for hangar development

GOAL #2: BECOME A STIMULUS FOR ECONOMIC GROWTH AND INVESTMENT IN THE COUNTY

Objective 1: Collaborate with other city and county departments to ensure that TNEA's efforts are appropriately aligned with broader economic development goals and initiatives and so that the airport is recognized as a vital part of the community

Objective 2: Work with existing on-airport businesses to ensure that their property and business needs are integrated into the airport's long-term property plans

Objective 3: Maximize new property development and redevelopment opportunities both on and off the airport footprint to determine the uses that best align with TNEA's long-term vision

Objective 4: Develop a program to actively promote airport

GOAL #3: INCREASE REVENUES AT TNEA TO BECOME SELF-SUSTAINING

Objective 1: Modernize existing lease agreements and rates and charges

Objective 2: Encourage public-private partnerships for hangar development and land leases

Objective 3: Remain cost competitive with nearby airports

Objective 4: Consider non-aeronautical opportunities as appropriate

GOAL #4: ENHANCE COMMUNITY PARTNERSHIPS AND BECOME COMMUNITY RESOURCE

Objective 1: Increase communication and outreach

Objective 2: Be a good neighbor to nearby residents, businesses, and historic sites

Objective 3: Work closely with Franklin County to promote the development of the Airport Business Park as outlined in Franklin Next

Objective 4: Work collaboratively with stakeholders to foster mutually beneficial solutions

Objective 5: Foster community gatherings by offering an observation deck, community meeting rooms, a dog park, and other amenities

Objective 6: Support on-airport education and recreational opportunities